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SOURCE Gudok.

RECOMMENDS IMPROVEMENTS IN SUMMER TRAIN SCHEDULES

URGES CONDENSED SCHEDULES -- Gudok, No 38, 26 Mar 50

At present, the railroad okrugs are making up the summer schedule for train traffic. It is necessary that the new schedule give scope to the locomotive engineers striving for average daily locomotive runs of 500 kilometers and that it include all the experience gained during the past year. In other words, the new schedule on all sections should be formulated on the principle of condensed schedules.

The condensed schedules of train movement differ from the former schedules in that in the condensed schedule the process of handling trains and the utilization of locomotives are combined in one organic whole. Up to now, both in practice and in theory the quantity of locomotives, the schedule for their turnaround, and the basic indexes for locomotive utilization have been determined after the compilation of the schedule. Now, since this is done in condensed schedules, the summer schedule cannot be prepared without reference to the most efficient locomotive utilization.

In the summer schedules, all operations must be based on mean progressive stakhanovite norms. The principal difference of the condensed schedule is that it does not simply secure the achieved level of the utilization of the basic resources of transport, but gives scope to the initiative of workers of all the various branches.

At present, it is necessary to make efforts to create a network-wide condensed schedule for 500-kilometer average daily locomotive runs. -- Article by Stalin Laureate K. Koroleva, dispatcher, Moscow Division of Moscow-Ryazan' Railroad System

SAYS SCHEDULE SHOULD INCLUDE ROUND TRIPS -- Gudok, No 43, 9 Apr 50

It is necessary that the new schedule control the whole cycle of constantly coupled round-trip trains which handle the flow of mass freight, such as the coal, coke, and fluxes going from the Donets Basin to the Krivoy Rog area and the ore going in the opposite direction, an operation which forms a large part of the carrying of the Stalin, North Donets, and South Donets railroad systems.

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At present, such trains are not provided for by the schedule, but are fitted into gaps in the schedule, and are held up at railroad centers and at system and division junction points. If these trains were fitted into the schedule, the handling of the freight that they carry would be accelerated.

According to the most modest calculations, the introduction of round-trip routing of trains on the Stalin System would accelerate freight-car turnaround time by 12 hours and would permit a saving in one month of not less than 1 million rubles.

SAYS MOSCOW SUBURBAN SERVICE NEEDS IMPROVEMENT -- Gudok, No 39, 31 Mar 50

In spite of the introduction of electric traction on the Moscow suburban lines, train speeds have not undergone any considerable changes. At present, when the summer schedule is being drawn up, it is necessary to consider seriously the question of increasing the average speed including stops of the suburban trains. To solve this problem, it is necessary to increase running speeds, reduce the time spent in stops, and reduce the number of stops.

The running speeds of suburban trains, reduced for various reasons during the war, are still 10 percent below the prewar speeds. The Main Electrification Administration of the Ministry of Transportation's references to the condition of the track no longer hold good. By maintaining the rolling stock in good condition, the speeds can be raised to the prewar level without special effort.

The time spent in stops by suburban trains is computed at 15-20 seconds, even under the most intensive carrying conditions. During the height of the rush hour, 300 passengers will get on and off a train at any intermediate platform. With a nine-car train, having 36 doors, each door serves 8-10 persons. Twenty seconds is enough time for these passengers to get on and off (from high platforms). Therefore, only for stops within the city limits or for overloaded passenger trains it is necessary to increase the stop length to half a minute. Nonetheless, the schedules provide for stops of not less than half a minute in all cases, and in some cases provide for 45 seconds or a minute.

Fifteen seconds for deceleration, 20 seconds for the stop, and 25 seconds for acceleration are sufficient for electric trains. Thus, one minute is added to the running time. A longer stop is necessary only within the city limits. Calculations show that with such a system about 5-7 percent of the total time in movement of each train can be saved.

In regard to reducing the number of stops, the division of traffic into zones accelerates the turnaround of trains and speeds the delivery of passengers. Thus trains assigned to specific zones would travel nonstop through other zones. Under the present system, the first train traveling over a given line is overloaded, and the train following it is only partly full. The establishment of a system whereby certain trains are loaded only at certain points and proceed nonstop through other points serviced by other trains would promote more even loading of trains and accelerate passenger carrying.

The Moscow-Ryazan' Railroad System wastes (including expenditures of electric power in acceleration) about 1.5 million kilowatt-hours of electric power per year in extra stops. The summer schedule should organize correctly the servicing of the zones and at the same time establish connections with the schedules of neighboring systems so as to permit the greatest convenience in transferring.

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